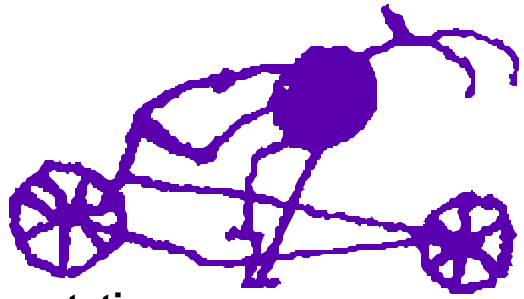


# By-Cycle

Bicycle News from the  
Maricopa County Department of Transportation



August 2001

Volume 2:8

## Parkway Gets Mixed Reviews

Some like it. Some Don't. On Friday, June 29, 38 cyclists rode the Sun Valley Parkway with Reed Kempton, the MCDOT Bicycle / Multi-Modal Planner. Each cyclist was asked to complete a comment form and evaluate the shoulder surface on the parkway. When asked to rank the Parkway shoulders on a scale of 0-10 with 10 being ideal, the average score was a 5.3. Fourteen ranked the project between seven and nine. Nine ranked the project between four and six. Nine ranked the project between one and three. The majority of riders felt the surface was suitable for bicycles.

***"Best chip seal I have ever ridden on."***

***"You have taken a bicyclist's dream and turned it into a nightmare."***

Photographs from the ride and citizen's comments are available on the MCDOT Bicycle Web page. Click [HERE](#) to go directly to the SVP photos.

The evaluation form is still available on line. Simply ride the parkway, fill out the form, and click submit. Your comments will be sent directly to Reed.

**MCDOT Bicycle Program Web Page**  
[www.mcdot.maricopa.gov/Bicycle/](http://www.mcdot.maricopa.gov/Bicycle/)

**Back to School**



Once again, our children will be leaving their carefree summers behind and returning to school to have their brains pummeled with important bits of information. The concept is simple. An intact brain holds more stuff. Cover it with a helmet.

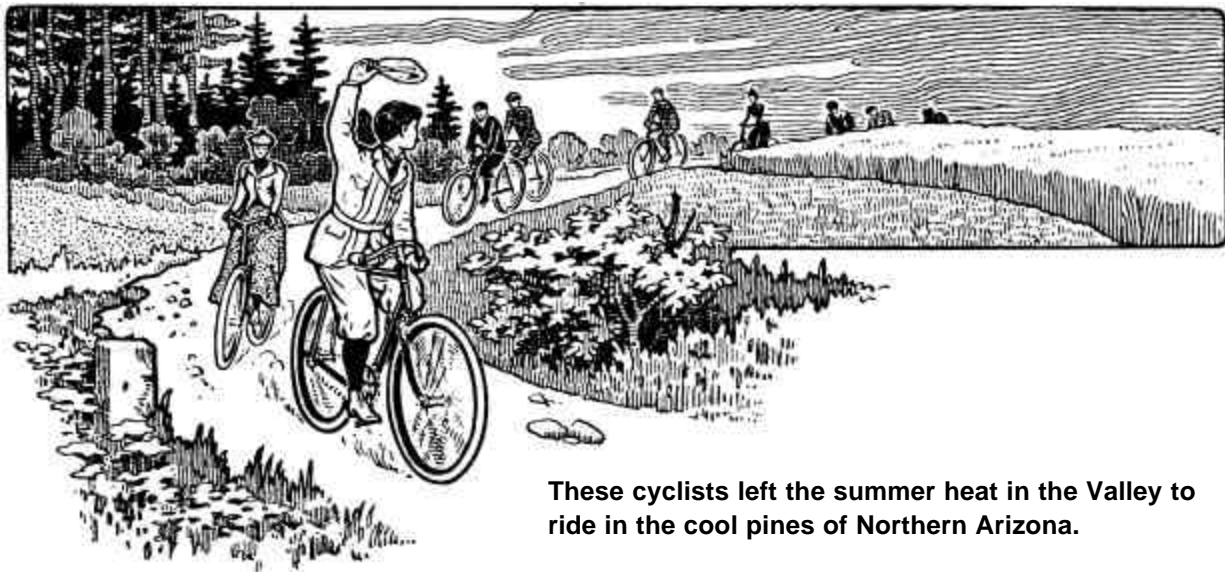
## Bicycle Quote

"Let me tell you what I think of bicycling. I think it has done more to emancipate women than anything else in the world. I stand and rejoice every time I see a woman ride by on a wheel. It gives woman a feeling of freedom and self-reliance."

Susan B Anthony, 1896

## Rock Art

*The kokopedalist at the top of this page is in more of a reclined position than his predecessor. I have been assured by an ancient historian bicycle petroglyph guru that the recumbent phase I am experiencing is merely another chapter in the search for the perfect wheel. -Reed*



These cyclists left the summer heat in the Valley to ride in the cool pines of Northern Arizona.

## Ready to Rumble?

### FHWA issues Rumble Strip Report

The Federal Highway Administration has issued the Rumble Strip Synthesis Report and the Draft Technical Advisory on Rumble Strips for comment.

While these long-awaited reports will not dictate State DOT policy, their recommendations will undoubtedly have an impact on the development of these policies—and the extent to which the needs of bicyclists are ultimately considered and accommodated in the implementation of shoulder rumble strips on state highways.

The links to the Synthesis Study and Draft Technical Advisory on Shoulder Rumble Strips are now available from the FHWA Safety front page:

<http://safety.fhwa.dot.gov/>

from the "What's New" page:

[http://safety.fhwa.dot.gov/whats\\_new.htm](http://safety.fhwa.dot.gov/whats_new.htm)

and from the Library page in the Resource section of the Rumble Strips website:

[http://safety.fhwa.dot.gov/fourthlevel/pro\\_res\\_rumble\\_library.htm](http://safety.fhwa.dot.gov/fourthlevel/pro_res_rumble_library.htm)

Any suggested changes should be sent to [Richard.Powers@fhwa.dot.gov](mailto:Richard.Powers@fhwa.dot.gov).

MCDOT does not currently use rumble strips on county roads. Rumble strips in

Maricopa County can be found on state roads under the control of ADOT. For information on ADOT's policies contact Carol Scherbarth at [CScherbarth@dot.state.az.us](mailto:CScherbarth@dot.state.az.us).

## Glendale Transportation Department tries alternative modes

During their "Walk-the-Walk" to work day Trip Reduction experiment to get ready for the summer ozone season the City of Glendale Transportation Department tried leaving their cars at home. Of the 67 employees that worked during the experiment day, 39 people carpooled, seven rode the bus, five rode their bikes, and one used an electric car. Their total trip reduction was at 78% and vehicle reduction was at 49%. They only had 34 vehicles on the road vs. the normal 66 vehicles on the road. Many discovered that using alternative modes of transportation wasn't as bad as they had anticipated. It just took a little more planning. Alternative mode use is now part of employee performance evaluations. Employees are encouraged to use alternative modes at least 12 times per year.

## From the International Bicycle Fund Teach Your Child Well: Bicycle Safety Education

Bicycling is fun, it helps us keep fit, and it gives us mobility. The most important part of having fun cycling is to learn to do it safely. The attitudes parents instill in their child now will determine how he or she will ride for years to come. If parents work at it, if they teach their child as if his or her life depends on these lessons -- which it does -- then they will feel more confident when he or she rides down the road.

The basic set of rules are:

1. No playing on the road.
2. No riding on busy streets.
3. No riding at night.
4. Stop for all stop signs.
5. Ride with traffic.
6. Make your own decisions

For more information and details on specific situations visit:

<http://www.ibike.org/teach-safety.htm>



## Injuries to Pedestrians and Bicyclists:

**An Analysis Based on Hospital  
Emergency Department Data  
FHWA-RD-99-078**

**Contact:** Carol Tan Esse at  
[Carol.Tan\\_Esse@fhwa.dot.gov](mailto:Carol.Tan_Esse@fhwa.dot.gov)

### Abstract

Traditionally, the U.S. DOT has relied on State motor vehicle crash data as their primary source of information on events causing injury to pedestrians and bicyclists. These data have often been referred to as "the tip of the iceberg," however, because they are limited almost entirely to motor vehicle-related events that occur on public roadways. Specifically, they exclude: (1) many bicycle-motor vehicle and pedestrian-

motor vehicle crashes that occur in non-roadway locations such as parking lots, driveways, and sidewalks, and (2) bicyclist and pedestrian falls or other non-collision events that do not involve a motor vehicle, regardless of whether they occur on a roadway or in a non-roadway location.

This report presents a descriptive analysis of data collected prospectively at eight hospital emergency departments over approximately a 1-year time period in three States: California, New York, and North Carolina. Information was gathered on 2,509 persons treated for injuries incurred while

bicycling or walking. Results show that 70 percent of the reported bicycle injury events and 64 percent of the reported pedestrian injury events did not involve a motor vehicle. In addition, 31 percent of the bicyclists and 53 percent of the pedestrians were injured in non-roadway locations such as sidewalks, parking lots, or off-

road trails. Alcohol was a factor in one-fourth of the pedestrian-motor vehicle injury events and 15 percent of the bicycle-motor vehicle injury events for those age 20 and older. The emergency department data were also examined in conjunction with statewide hospital discharge and motor vehicle crash data in an attempt to better define the overall scope and magnitude of the pedestrian and bicyclist injury problem.

<http://www.tfhr.gov/safety/pedbike/research/99078/99-078.htm>

*Read Chapter 3. It has very interesting data on bicycle crashes and the ages of riders.*

*-Reed*

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